FOR MYSORE STATE

PUBLIC WORKS (1953) Department.

Rt. SERIES.

G.O. NO. Rt. 1778.

Dated 30th November 1953.

Passed
Mr. Sampath
30.11.53

[Despatch Abstract.]

COMMUNICATIONS - Bridges.

~~Buildings~~ - SOUTH KANARA DISTRICT - CONSTRUCTION OF BRIDGES ACROSS PAVANJE, MULKY AND UDAYAVAR - PAPERS RECORDED.

THE KANARA CHAMBER OF COMMERCE

P. O. BOX NO. 116 MANGALORE-1 (S. INDIA)

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

Date 16th November 195 3.

DY. ASST. SECRETARY T. ... GOVERNMENT
18 NOV 1953
PUBLIC WORKS DEPARTMENT

To

The Hon'ble Sri C.Rajagopalachari,
Chief Minister of Madras,
Fort St.George, MADRAS.

Sir,

Sub: Chamber's Reception & Presentation of an Address to you on Monday, 23/11/53 at 10-25 A.M.

Ref: (1) Our Letter to you dated 2-11-53.
(2) Letter dated 9-11-53 received from your Private Secretary.

The Kanara Chamber of Commerce, Mangalore, representing as it does, the entire business and industrial community of South Kanara district, is indeed very grateful to you for so kindly consenting to receive an Address on the 23rd instant at 10-25 A.M., during your brief stay in Mangalore. On behalf of the Chamber, permit me to convey our most sincere thanks to you for the same.

We are writing this to inform you in advance that the following are some of the more important subjects that will be included in our Address to you and we hope you will respond to our requests favourably. We desire that you may be pleased to enlighten us on these subjects, in your reply to our Address:-

(1) Early constitution of the Port Trust at Mangalore, in accordance with the Act No.XV of 1953 passed in July 1953. A separate note on this subject is attached for further information in this matter.

(2) Sales Tax Matters.

(3) Bridging of the Rivers (i)Pavanje,(ii)Mulky and(iii)Udiyavar on the Mangalore-Udipi coast road in order to provide the much required direct road link between Mangalore and Udipi. It may be noted in this connection that the Banking Institutions of Udipi have expressed their readiness to advance Rs. 25 lakhs as a loan to the State Government for the construction of these 3 bridges and we understand that this offer had already been conveyed to the Hon'ble Finance Minister of Madras during his recent visit to Udipi.

(4) The need for sanctioning an extension to the Government Wenlock Hospital at Mangalore.

Special
Deputy Secretary
T.N.S. Mani.
18.11.1953.
P.W.D.
A note on points (i) and (3) may kindly be prepared and sent for C.M's use.
G.R., 18.11.53.

Yours faithfully,
PRESIDENT.

Copy to:-
The Secretary to the Government of Madras,
Public Works Department, Madras.

NOTE.

Constitution of a Port Trust at Mangalore

The Kanara Chamber of Commerce is much indebted to you for successfully piloting the Tuticorin Port Trust(Application to Mangalore)Bill through both the houses of the Madras Legislature, inspite of powerful arguments in powerful language presented by the Opposition in the Legislative Council on the occasion. You have rightly taken into account the ambitions of the people of Mangalore to have a Port Trust and have been pleased to grant us this request. With your efforts, this piece of Legislation(Act No.XV of 1953)was placed on the Statute Book as long back as in July 1953 and received the assent of the President of India on 6-9-1953.

2. The Mangalore Port Trust Act,1953 prepared in accordance with Section 2(2) of Act No.XV of 1953 has not been published yet in the Fort St.George Gazette, though it was stated to be ready and have been circulated to the Members of the Legislative Council on 31st July 1953. This preliminary measure has been thus delayed and we do not see any reason for this delay.

3. The enforcement of the Act in Mangalore has not been notified yet as required by Section 2(2) of the Tuticorin Port Trust Act of 1924.

The delay in taking up the above and other formal preliminary measures and in publishing the required notifications is rather too long, with the result, no action is so far known for the implementation of the Act.

It is therefore requested that suitable instructions may kindly be issued to avoid further delay in setting up the Port Trust at Mangalore.

A. Umarendra
PRESIDENT.

To

The Hon'ble Sri C.Rajagopalachari,
Chief Minister of Madras,
Fort St.George, MADRAS.

P.W.(A-2)

Sub: Communications - Bridges - South Kanara District - Construction of bridges across Pavanje, Mulky and Udayavar.

Ref: From the President, Kanara Chamber of Commerce letter dated 16-11-1953.

...

The Kanara Chamber of Commerce has stated that it proposes to include, among others, the question of bridging the Pavanje, Mulki and Udayavar rivers on the Mangalore Udipi Coast road in their address to be presented to C.M. during his tour to S.Kanara. The Chamber has also stated that the Banking institutions of Udipi have expressed their readiness to advance Rs.25 lakhs as a loan to the State Govt. for the construction of these bridges.

2. The question of improving the Mangalore Baindur Coast road by constructing bridges on the river crossings was examined by Govt. in 1947 and they ordered in G.O. No.7 P.W. d/3-1-48 that this Coast road should be developed as a Major District Road and that in doing so, the portion of the road lying north of Mangalore upto Baindur should be developed first, as, unlike the country south of Mangalore, that region lacked railway facilities. The Govt. also accepted the view of the C.E. that provision of bridges on the road between Mangalore and Udipi was urgent as the country was rich and Malpe was at one end of the belt. The five year Post-war Road Development Plan was then under revision and the C.E. stated that the following bridges on the reach would be included in the Plan:-

P.T.O.

	Estimated cost Rs. in lakhs.
(1) Bridge across the Gurupur river at M.4/8 of the Mangalore Baindur road ...	2.00
(2) -do- the Pavanji river of M.13/2 of the Mangalore-Baindur road ...	4.00
(3) -do- the Mulki river at M.18/4 of the same road ...	4.00
(4) -do- across the Udayavar river at M.33/5 of the same road ..	4.00

However, item(1), namely bridge across the Gurupur at Kulur alone was included in the Five Year Post-war Road Development Plan finally approved by the Government. The other three works could not be included in the plan within the allotment available for the district under the Plan.

The bridge across the Gurupur river at Kulur referred to above (Cost Rs 5.9 lakhs) ~~had already been~~ was completed and ~~was~~ thrown open for traffic on 1-7-1952. Tolls are also being levied to recoup the expenditure incurred on it.

3. Bridges across Pavanji, Mulky and Udayavar rivers.—~~(Item (2) above)~~ [Items (2)-(4) above]

In November 1950, the President, District Board, S.Kanara, represented that the Udayavar river, which was subjected to tides, caused great worry to motorists and that a bridge over this river was necessary. He also stated that if this river was bridged, Udipi would expand from the other end and that trade would easily flow both from Mangalore and Udipi to a distance of 15 miles from each end. In its memorandum dt.5-7-52 the Kanara Chamber represented that there were still three more bridges to be constructed on the Mangalore-Udipi Coast road in addition to the bridge across the Gurupur

to link these two places and that in the interest of the development of the Dt., the construction of these three bridges might be sanctioned. They also requested that the construction of the bridge across the Pavanje might be taken up in 1952-53 itself. Certain residents of S.Kanara also represented to the previous M.(W) (Sri N. Ranga Reddi) in July last that if three more bridges at Pavanje, Mulki, and Udayavar were constructed along the direct route from Mangalore to Udipi it would reduce the distance between these two places by about half for vehicular traffic. The Udipi Taluk Merchants' Association, the Udipi Circle Congress Committee and also the residents of the area represented that if, in addition to the bridge across the Gurupur at Kulur, three more bridges over the Pavanje, Mulki and Udayavar rivers were constructed on the road from Mangalore to Udipi it would reduce the distance by about half for vehicular traffic.

The C.E.(H) reported that the estimated cost of constructing a bridge across the Udayavar river was rupees 14 lakhs. He also stated that the bridge work was proposed in the comprehensive plan of Post-war Road Development, but that it was not specifically included in the recast five year plan of Post-War Road Development. He considered that there was no justification for taking it up for the present when a convenient ferry could be maintained at this crossing throughout the year.

P.T.O.

After examining the requests referred to above it was decided that the five year plan of Post-war Road Development must be adhered to, that the works of constructing bridges across the Pavanje, Mulki and Udayavar rivers, which are not included in the plan , must wait and that all or some of them might be included in the next ~~x~~list of schemes to be financed from the Central Road Fund allocations. The C.E.(H) was accordingly asked to consider the inclusion of these works in preparing the next list of schemes to be financed from the Central Road Funds. The Kanara Chamber of Commerce and the President, District Board, S. Kanara were appraised of the position. ~~The list of schemes is awaited from the CE(H).~~

4. It may be mentioned that in drawing up the five year plan of Post-war Road Development due weightage has been shown to the Dt. on account of its backwardness in the matter of communications. The main need of the district is bridging of the several rivers in it which interrupt through communications. Having due regard to this fact, the Govt. have already sanctioned under the five year plan 17 major bridges in S. Kanara at an estimated cost of Rs.45 lakhs (including the Kulur bridge) besides culverts and causeways - vide list at(R). Of these the Kulur bridge, the Yekkar bridge, the Brahmarkutlu bridge, the Shirur bridge, the Kamblambettu bridge, (the Tekkil bridge) and two other bridges on the Mangalore Agumbe road

have been dompleted and thrown open to public traffic. The other bridge works are under execution and a provision of about Rs.2.9. lakhs has been made in the current year for their completion. In view of the present financial stringency and as road works have only a low priority in the Five Year Plan of the Planning Commission it has not been found possible to take up any further works during the current year in the district.

5. This note may be submitted to C.M. for reference.

19.11.53 A.J. chand 19.11.53 A.S. P.W.D. 19/11/53

The Mangalore Hospet direct road with + not ultimately become a National Highway. The cost of improving this road, including bridging must therefore come from State Revenues or the allocations from the State from the Central Road Funds, which are now fairly fully covered by schemes sanctioned & under execution.

We do not finance road development from loans but from Revenues. The total cost of the three bridges asked for may exceed Rs 25 50 lakhs. Of the road portion advance Rs 25 Lakhs as stated at 'L' at p/ant. and we could perhaps take up the

+ The N. H. will be from Hospet to Karwar.

bridges. We could levy tolls on the bridges to cover the servicing charges in respect of the loan. The point is worth pursuing.

C. M. may say he will have the suggestion examined.

19/11/53

Send to C. M. & Min. memorandum.

C. M.

C. M. has seen.

G. Ramachandra

PS to CM.
25/11/53

The files may be recorded.

27.11.53

27.11.53

Govt. Rt. No. 1778 Dated 30.11.53

Abstract

Com. Dis. — Bridges — S. Kanara Dt. — Construction of bridges across Pavanje, Mulky and Udayavar — Papers recorded

28/11/53

LIST OF WORKS SANCTIONED FOR SOUTH KANARA DISTRICT.

Name of works.	No. and Date of G.O. in which work was sanctioned.	Estimated cost.	Expenditure incurred to end of 31st July 1952.	Provision made in the B.E. for 1953-54.
1	2	3	4	5
I. Bridges, Causeways, Culverts etc., Post War.				
1. Constructing a bridge over the Payaswami river at Thekkil.	G.O.No. 1679 dated 11-5-1949.	10,10,000	5,85,379-7-10	46,800
2. Reconstructing Brahmakattu bridge at Mile 13/2 of Mangalore Mercara Road.	G.O.No.1354 dated 20-4-1949.	63,000	53,638-6-11	--
3. Reconstructing Putchamugar bridge at Mile 5/5 of Mudabidri Bantwal road.	G.O.No.1354 dated 20-4-48 and G.O.No.1813 dated 10-5-1950.	4,20,000	Nil	15,000
4. Constructing a bridge over the Nileshwar river at Mile 50/2 of Kanhangad Chervathur road.	G.O.No. 2298 P.W. dated 21-6-49.	3,50,000	Nil	10,000
5. Constructing a bridge across the Ariadkaduva Hole at Mile 52/8 of Kanhangad Cheruvathur Road.	G.O.No. 2298 dated 21-6-49.	5,80,000	Nil	20,000
6. Strengthening bridge at Mile 49/3 of Mangalore Agumbe road.	G.O.No. 2804, dated 26-7-49.	64,000	12,127-5-0	10,500
7. Reconstructing culvert at Mile 50/2 of Kalladka Kanhangad road.	G.O.No. 1416 P.W. dated 20-4-49.	14,500	Nil.	5,000
8. Constructing Yekkar bridge at Mile 14/6 of Mangalore Kunhigole road	G.O.No. 1354 P.W., dated 20-4-48.	1;30,000	1,01,736-2-0	--
9. Reconstructing Kallakatta bridge at Mile 0/6 of Vittal Kabacca road.	G.O.No. 1354, P.W. dated 20-4-48.	60,000	16,663-8-7	20,000
0. Constructing a bridge across Swarnanadhi at Puttige at Mile 13/1 of Heriadka Hebri road.	G.O.No. 1510 dated 28-4-49.	4,00,000	157,554-12-3	100

1	2	3	4	5
11. Constructing a bridge at Mile 4/7-8 of Mangalore Baindur Road over the Gurpur river near Kulur.	G.O.No. 516 P.W. dated 15-2-49.	5,90,000	8,09,241-13-6	---
12. Reconstructing Kalmady bridge at Mile 0/4 of Malpe Udipi Karkal road.	G.O.No. 1902 dated 25-5-49.	1,80,000	57--8-0	55,000
13. Bridge at Mile 52/8 of Mangalore Agumbe Road - Construction.	G.O.No. 2804, dated 26-7-49.	90,000	16,623--1-0	21,000
14. Constructing a causeway at Mile 15/1 of Bisley ghat road at Mosmeta.	G.O.No. 1614,P.W. dated 27-4-50.	1,10,000	175-12-0 (against bridge works)	50,000
15. Reconstructing Shakamale bridge at Mile 38/2 of Mangalore Mercara road.	G.O. No.2302, P.W. dated 1-6-51.	46,000	463--1-3	10,000
16. Constructing bridge over Talapady River near Mangalore.	G.O.No. 2302,P.W. dated 1-6-51.	2,00,000	Nil.	10,000
17. Reconstructing the bridge over Chittoor at Mile 65/3 of Kalladka Kanhangad road.	G.O.No. 2301,P.W. dated 1-6-51.	50,000	357--3-0	17,000
18. Reconstructing Belthangady bridge at Mile 37/3 of Mangalore Mysore Road.	G.O.No. 3568,P.W. dated 22-8-52.	2,95,000	Nil.	Not known.
19. Constructing a bridge at Mile 41/4 of Mani Manjarabad Road.	G.O.No.90 P.W., dated 8-1-51.	59,000	2,534-0-0	---
II. Excluding Post War Construction (Central Road Fund Works)				
20. Reconstructing the bridge at Mile 79/7 of Coast Road from Mangalore to Baindur.	G.O.No. 1894, dated 19-4-49.	55,000	56,248-9-2	---
21. Re-Constructing the Saradka bridge in Mile 32/7 of Kalladka Kanhangad Road.	G.O.No. 4051, dated 29-11-47.	27,000	27,914-14-0	---
22. Constructing a bridge over Matlai stream in Mile 55/1 of Mangalore	G.O.No. 2042 dated			

1	2	3	4	5
23. Reconstructing culverts at Mile 12/1 of Nagodi ghat road, Mile 10/1 of Wandse Halkal road; Mile 27/4 and 34/4 of Kalladka Kanhangad Road.	G.O.No. 4393-Q/47-30 dated 20-6-50.	21,600	1,652	--
24. Reconstructing the Kamblabettu bridge at Mile 2/4 of Vittal Kabacca road.	G.O.No. 2675, dated 3-7-48.	38,500	60,577-9-11	--
25. Constructing causeways at Mile 23/6, 24/3, 26/2 and Mile 27/3 of Bisley ghat road.	Memo No. 4393-Q/ 47-30, dated 20-6-50.	36,000	233-0--0	90,800
26. Constructing a bridge at Mile 37/7 of Mani Manjarabad ghat road.	-do-	26,000	Nil.	5,000
27. Constructing culverts at Mile 19/8 of Mangalore Agumbe road Mile 11/1 of Mudabidri Guruvinikiri road Mile 48/2, 49/4, 52/6 and Mile 58/4 of Nani-Manjerabad road and Mile 9/2, 28/4 and 29/4 of Kasargod and Jalsoor road.	Memo No. 4393-Q/ 47-30, dated 20-6-50.	34,500	12,049-6--3	200

(True copy)

1	2	3	4	5
25. Reconstructing culverts at mile 12\1 of Kagodi Spur road, Mile 10\1 of Mbarabara Mukasi road; Mile 27\4 and 34\4 of Kattaeke Kamanga Road.	C.O.R.O. 4502-47\ 30 days 30-9-50.	81,650	1,952	--
26. Reconstructing the Kambuzuma bridge at Mile 25\3, 24\3, 28\3 and Mile 27\3 of Mbuzi River road.	Hero No. 4503-47\ 47-30, dated 20-8-50.	35,000	833-0-0	10,80
27. Constructing culverts at Mile 10\0 of Mbarabara Spur road.	Hero No. 4503-47\ 47-30, dated 20-8-50.	20,000	Nil.	3,00
28. Reconstructing the Kambuzuma bridge at Mile 25\3, 28\4 and Mile 5\4, 12\4 of Kasenga and Mbuzi River road.	C.O.R.O. 4502-47\ 30 days 30-9-50.	81,650	1,952	--
29. Reconstructing the Kambuzuma bridge at Mile 25\3, 28\4 and Mile 27\4 of Kattaeke Kamanga Road.	C.O.R.O. 4502-47\ 30 days 30-9-50.	81,650	1,952	--
30. Reconstructing the Kambuzuma bridge at Mile 25\3, 28\4 and Mile 27\4 of Kattaeke Kamanga Road.	C.O.R.O. 4502-47\ 30 days 30-9-50.	81,650	1,952	--

(Time col.)

Extract from the Hindu dt 20-10-1953

HIGHWAYS IN S. KANARA

THEKKIL BRIDGE OPENED

MANGALORE, Oct. 21.

Mr. C. Subramaniam, Finance Minister, this morning opened the Thekkil Bridge across the Payaswani River, 53 miles from Mangalore, constructed at a cost of about Rs. 11 lakhs.

The Bridge is situated on the State highway running north-south through the heart of the district, more popularly known as the West Coast Road which the Government of India propose to develop as a National Highway, called the Bombay Cape-Comorin Road. The Government of India have already agreed to contribute 50 per cent of the expenditure incurred on the capital work on this road from April 1, 1951. According to the tentative programme drawn up for South Kanara District under this scheme, works aggregating to a total of Rs. 90 lakhs have been proposed to be taken up and completed on this road during the five-year ending 1955-56. Eighteen major bridges are included in the programme of which the Thekkil Bridge is the largest and the first to be completed.

Mr. K. K. Nambiar, Chief Engineer, Highways, in requesting the Finance Minister to open the Bridge observed: "In the whole district of South Kanara with an area of 4,045 sq. miles, there is only about 60 miles of railway. The brunt of transport therefore falls on the road system of the District. But the peculiar features of the rivers in this district, the heavy and torrential rains for long periods, the steep and difficult terrain of the country contribute to make development of communications in this district comparatively more expensive and that is the reason for the backwardness of this District in the matter of all weather communications.

"Nevertheless, a fairly comprehensive fair weather road system was developed in the past, but the main lines of communication had perforce developed mostly along the watershed or valleys of the larger rivers to avoid as far as possible construction of costly bridges for crossing them. The result of such development was that while a number of roads were formed from the interior towards the coast, development of through communication in the other direction that is, from South to North, was very poor—naturally so because of the high cost of bridging these major rivers. Another peculiarity with the rivers in this District is that as they have their origin within about 100 miles from the sea coast, the flow is very swift even during normal floods. For the conditions obtaining in these rivers, the only satisfactory type of crossing is a high level bridge and the cheaper alternatives like a submersible bridge or a low level causeway will not serve the purpose.

"Incidentally, it may be mentioned that the road milage was merely piled up in the past without the necessary bridges and other cross drainage structures in view of the high cost involved. This has naturally resulted in umbalanced development and the road system could not be put to effective service. Hence, to rectify this situation steps are now being taken to construct bridges, etc., wherever necessary and improve the existing roads to suit the fast and increased traffic of the present day.

BRIDGES BUILT UNDER POST-WAR PLAN

"Regarding the bridging activities in this district, I have to state that bridges already opened for traffic under the Post-War Road Development Plan are the Kulur Bridge near Mangalore, the Yekkar Bridge on the Mangalore-Kinnigoli road, the Brahmarkutlu Bridge on the Mangalore-Mercara road, the Shirur Bridge in mile 79/8 of the coast road close to the Bombay frontier and the Kamblambettu Bridge on the Vittal-Kabacca road, costing on the aggregate about Rs. 11 lakhs. Other bridge works in progress are the Puttige Bridge across the Swarnanadi, 2 bridges at mile 49/3 (just completed) and 52/8 of Mangalore-Agumbe Road, the Kalmadi bridge on the Malpe-Udipi Road, the Poochmugar bridge, the Nileshwar bridge, the Kariangote bridge and 5 submersible bridges on the Bisley Ghat Road from Hosmet to Kulugunta, costing on the aggregate about Rs. 30 lakhs. Thus, a comprehensive scheme for the development of communications in this district has been put into execution.

opened on 9.11.53

"The Thekkil bridge, as you could see now, was designed as a reinforced concrete structure, consisting of 5 spans of 100 ft. clear each with bow-string girders and decking and 2 spans of 30 ft. clear each with T-beams and slabs. The bridge carries a 22 ft. wide clear roadway. For the abutment and wings on the Thekkil side and the first two piers on this side, open foundations have been provided as rock is available at shallow depths. Well foundations taken to rock have been provided for the remaining piers and the abutment on the other side.

The total depth of well sinking involved in this bridge is about 791 ft. for all wells together, the maximum depth in the case of an individual well being about 46 ft. The bridge work has cost about Rs. 11 lakhs and has involved the use of about 245 tons of steel and 800 tons of cement.

Mr. Nambiar praised the good work done by Messrs. Modern Housing Construction and Properties Ltd., Madras, the contractors.

MINISTER'S TRIBUTE TO ENGINEERS

Opening the bridge, Mr. Subramaniam paid a tribute to the Engineering Department. Our engineering services, he said, would compare well with any of the engineering services in any part of the world. He regretted the State could not afford to engage all the engineers that were produced, as the supply exceeded demand. He hoped that private firms would absorb such of the engineers as could not get Government jobs.

The Finance Minister referred to the second Five-Year Plan and appealed to the people to co-operate with the Government in an even larger measure than hitherto, to make that plan a success.

Referring to the development of communications in the State in general and in South Kanara District, in particular, Mr. Subramaniam said that the Government had given top priority to this district because of its special conditions. It was because of limited resources that the Government could not do as much as they liked to do for the district.—PTI.